IN THE CLAIMS:

Please enter the following amended claims as follows:

1. (currently amended) A diffuser arrangement of a combustor for an engine, the diffuser arrangement comprising a wall surface in a fluid flow conduit formed with an aperture between an upstream part of the wall surface and a downstream part of the wall surface, ~~the arrangement wherein~~ the downstream part having a step displacement away from a projected profile of the upstream part of the wall surface whereby in use flow momentum in a fluid flow past the wall surface facilitates flow bleed into the aperture; wherein the step displacement is between 0.05 and 0.12 of the conduit radius.

2. (original) An arrangement as claimed in claim 1 wherein the upstream part has a leading edge to the aperture shaped to enhance flow momentum thereabout towards the aperture.

3. (original) An arrangement as claimed in claim 2 wherein the leading edge is curved into the aperture.

4. (currently amended) An arrangement as claimed in claim 3 wherein the leading edge has a curvature dependent upon expected flow rate ~~and/or~~ and cross-section of the conduit including the wall surface.

5. (currenty amended) An arrangement as claimed in claim 3 wherein the leading edge will have a radius ~~in the order of~~ between 0.05 to 0.15 of [[a]] the conduit inlet passage height.

6. (original) Apparatus as claimed in claim 5 wherein the leading edge has a radius ~~in the order of~~ between 0.09 to 0.11 of the conduit inlet passage height.

7. (currently amended) An arrangement as claimed in claim 1 wherein the downstream part has a trailing edge to the aperture which is ~~substantially~~ angularly presented.

8. (original) An arrangement as claimed in claim 1 wherein the downstream part is at an angle up to 35° to the principal axis of fluid flow in the conduit.

9. (original) Apparatus as claimed in claim 8 wherein the angle is 30° to the principal axis of fluid flow in the conduit.

10. (cancelled).

11. (currently amended) Apparatus as claimed in claim [[10]] 1 wherein the step displacement is ~~in the order of~~ between 0.06 to 0.1 of the conduit radius ~~or half the conduit cross-sectional width~~.

12. (original) An arrangement as claimed in claim 1 wherein the aperture is divergent away from an opening in the wall surface.

13. (currently amended) An arrangement as claimed in claim 1 wherein the aperture has a width at the wall surface ~~in the order of~~ between 0.04 to 0.07 of the conduit radius ~~or half the conduit cross-sectional width~~.

14. (currently amended) An arrangement as claimed in claim 13 wherein the width is ~~in the order of~~ between 0.05 to 0.06 of the conduit radius ~~or half the conduit cross-sectional width~~.

15. (original) An arrangement as claimed in claim 1 wherein the aperture has an aperture wall upon the side towards the downstream part which is substantially perpendicular to the principal axis of fluid flow in the conduit.

16. (original) An arrangement as claimed in claim 1 wherein the combined length of the wall surface is three to four times a conduit inlet passage height.

17. (original) An arrangement as claimed in claim 1 wherein the aperture is coupled to a cooling system of an engine.

18. (cancelled).

19. (previously presented) An engine incorporating a diffuser arrangement as claimed in claim 1.

20. (new) An arrangement as claimed in claim 1 wherein the upstream part of the wall is divergent.

21. (new) A diffuser arrangement of a combustor for an engine, the diffuser arrangement comprising a wall surface in a fluid flow conduit formed with an aperture between an upstream part of the wall surface and a downstream part of the wall surface, the downstream part having a step displacement away from a projected profile of the upstream part of the wall surface whereby in use flow momentum in a fluid flow past the wall surface facilitates flow bleed into the aperture; wherein the step displacement is half the conduit cross-sectional width.

22. (new) Apparatus as claimed in claim 21 wherein the step displacement is half the conduit cross-sectional width..